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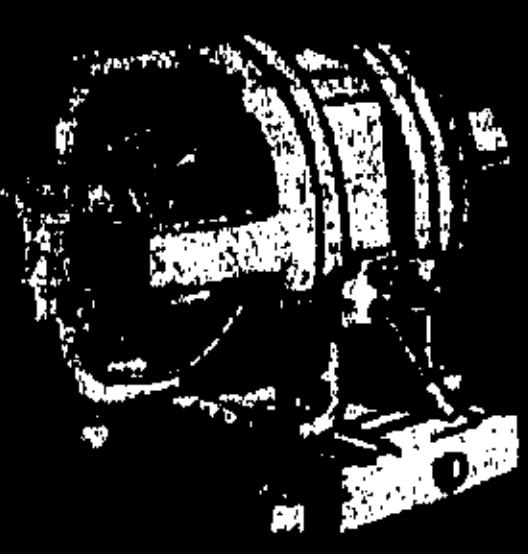
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PLUMES

ANDERSEN, MEYER &amp; CO. LTD.

## ALLIES REJECT GERMAN OFFER.

## PENALTIES TO BE ENFORCED IMMEDIATELY.

## Military Movements to Begin to-day.

(Reuter's Service.)

London, March 7.

Mr. Lloyd George, addressing the Germans at the Conference this afternoon, said the German proposals did not represent such an advance on their first proposals as to justify the Allies in postponing the execution of the sanctions. Though all deeply deplored this, it was in the interests of the peace of the world.

## Military Movements Ordered.

London, March 7.

At the conclusion of the Conference, a telegram was despatched directing the military movements to begin to-morrow. The German delegates are leaving for home at two o'clock in the afternoon to-morrow.

## The New Customs Regime.

London, March 7.

The new Customs regime in the occupied territories will come into force on Thursday.

## German Offer Rejected.

Paris, March 7.

The Allies have rejected the newest German offer accepting the Paris Conference figures subject to revision after five years and insisting upon an International Loan to Germany and the retention of Upper Silesia under German rule. The Allies agreed upon a plan including thirty yearly payments each of three billions of marks (gold) and thirty per cent. tax on German exports. A special Committee is to decide on compensations so as to make up the discrepancies between the plan and the amounts previously agreed on in Paris.—*Vade.*

## German Foreign Minister's Speech.

London, March 7.

Owing to the momentous character of this morning's Conference an enormous crowd gathered outside Lancaster House. Mr. Lloyd George was given a tremendous ovation, the crowd surrounding him and shouting quote "Make Them Pay!"

Dr. von Simons, in his statement to the Conference, reiterated inability to accept the Paris proposals. He declared that owing to the far-reaching difference of opinion and the grave difficulties in the way of a perfect solution of the reparation problem, the Germans were compelled to abandon the idea of presenting a new plan for total reparation and had decided to revert to the idea of a provisional arrangement. Germany was prepared to pay the fixed annuities provided for the first five years and also to give a full equivalent for the 12 per cent. export duty, which was not thought practicable. Such tremendous payments were only possible if a large part thereof could be financed by way of a Loan proposal and could be made only if Upper Silesia, by virtue of a plebiscite, remained German and if the restrictions imposed on Germany in the commerce of the world were abolished. Both conditions were necessary to enable Germany honourably to promise such high payments. "It is," said Dr. von Simons, "entirely for the Allies to decide whether we submit to such a proposal to-day. If you agree, then we will do our best to co-operate with your experts with a view to establishing as soon as possible a comprehensive plan of reparations covering thirty years. If, however, you insist on our immediately making a fixed total offer, we must ask for a delay of a week to consult the Berlin Cabinet."

## NO EVASION.

Dr. von Simons asserted that the difference between the Paris decisions and the German counter-proposals did not mean that Germany intended to evade her obligations or to mock the Treaty. It was a question of the capacity of Germany's economic organisation. They had left nothing untried since Thursday to explain the spirit of the counter-proposals, to clear up mistakes and to find other ways to an understanding. "According to the declarations of the Allies," said Dr. von Simons, "the Paris resolutions are intended to meet us halfway. We prefer for a time, after the lapse of five years, not to make use of this intention to meet us but to get in fact the present provisions of the Peace Treaty. I am unable to see how far this can be regarded as a wilful and deliberate refusal on the part of Germany."

## WAR RESPONSIBILITY.

Dr. von Simons said he preferred that the settlement of the total reparations debt be calculated according to the provisions of the Peace Treaty. As regards Mr. Lloyd George's ruling that Germany's guilt must be considered as the basis of the Treaty, Dr. von Simons said he deliberately avoided speaking on the question of war guilt because that would make an understanding more difficult. He declared that the Treaty of Frankfort was based on the assumption that the vanquished, and not the guilty party, should pay the costs of the war. History alone was able to decide who was responsible for the World War. He was far from wishing to absolve the German Government from responsibility, but whether a single nation, and that nation Germany, was exclusively guilty had not been finally decided by the Treaty of Versailles. The Treaty of Versailles was lawful for us because we signed it, thus not merely admitting that we lost the war but signing judgement. Mr. Lloyd George had emphasised that it was *chose jugee*, but Dr. von Simons contended that any law reserved the possibility of invalidating *chose jugee* if the condemned party furnished new proofs.

## GERMANY'S BURDENS.

Dr. von Simons dwelt on the emotions of his four visits to the devastated areas and said the majority of Germans were anxious to co-operate in the work of reconstruction. He deplored the doubts cast on their proposals to deal with a task of such immense difficulty, and declared that Mr. Lloyd George's statement that German taxation was lower than that of the Allies was based on the Allied experts' wrong method of calculating. He quoted figures from the Memorandum of the League of Nations to support his contention that Germany was more heavily burdened than England and France, and warned the Allies not to attempt to squeeze from Germany more payment than she was able to give. He declared that the menace of penalties was not justified by the Peace Treaty and was a contradiction of the League of Nations pact. Dr. von Simons said Germany was not a member of the League of Nations, but she had signed the pact of the League, and he therefore, on behalf of the German Government, announced an appeal to the Assembly of the League against the sanctions with which they were menaced.

Dr. von Simons concluded by declaring that if any sanction failed to attain its purpose it must call for new sanctions, thus eventually preparing a new state of violence, but all wanted to leave the unhealthy atmosphere of compulsion and enter the wholesome atmosphere of voluntary co-operation. Common distress was only removable by common effort, and Germany was ready to exert herself more than others. He appealed to the Allies to assist Germany in finding ways to fulfil her obligations, saying this could best be solved by technical experts appointed by both sides.

## PHILIPPINES' INDEPENDENCE.

## General Wood to Study the Question.

(Reuter's Service.)

Washington, March 7.

President Harding has instructed General Leonard Wood to proceed to the Philippines to study conditions in the light of the Filipinos' aspirations towards independence.

## CENTRAL AMERICAN DISPUTE: U.S. MEDIATION.

New York, March 7.

Costa Rican forces are withdrawing from the disputed territories. An armistice is pending, and Panama is negotiating through the mediation of the United States.

## AMERICAN SHIPBUILDERS REDUCE WAGES.

New York, March 7.

The largest shipyards have given notice of a 10 per cent. reduction in wages to thirty thousand workers from the 1st of April.

## LABOUR WINS IN TRIANGULAR CONTEST.

London, March 7.

The by-election at Penistone resulted as follows: Mr. Gillis (Labour), 8,560; Mr. W. M. R. Pringle, Independent Liberal, 7,984; Hon. Mr. Hinchcliffe, (Co-Liberal), 7,123.

## BOMBAY STRIKE OVER DISMISSED HAND.

Bombay, March 7.

Two thousand operatives at the Simplex mill have struck to show solidarity over a dismissed colleague.

## Mr. Lloyd George's Reply.

Mr. Lloyd George, replying to Dr. von Simons, said the Allies, neutrals and Germany all insistedly urged the clamant necessity of reaching a definite settlement of outstanding questions, particularly the determination of the total indemnities. It was sound commonsense in the interests of the peace and prosperity of the world, to realise the futility of endeavouring to reconstruct the future on a rockin foundation but to discover something, however low, which touches bottom in the paramount interests of the world, including Germany. The latter's proposals fail completely. Until we get from Germany proposals that mean a definite and unchallenged settlement, there cannot be peace between us. Dr. von Simons' offer appears to accept the Paris proposals for five years, but even this is uncertain, because in the event of the Upper Silesia plebiscite going against Germany, the whole scheme falls through. Even assuming that the plebiscite is favourable to Germany and we are ready to accept the conditions about German trade, what will happen at the end of five years? We have no proposal, not even a minimum figure, not even the precise method of arriving at a figure. Therefore the situation is not only perfectly vague; it is disquieting, since the payments now offered will not be paid from current revenue but will involve a loan. Germany thus mortgages her future, necessitating a lien on the income of subsequent years in order to pay the annuities of the first five years. We have been seeking some sort of certainty; all we have got is the certainty that it will be inadequate."

## Hard Facts.

Mr. Lloyd George continued:—"Even if Germany entirely loses Silesia, her population will still be ten millions in excess of the United Kingdom, which at present has a million unemployed on account of the war, in addition to having to provide £500,000,000 in pensions. Thus if Germany carries out the Paris proposals her aggregate payments to the Allies will only be a quarter of the war charges of Britain alone. The French case is more striking. In addition to a heavy pension list, France is compelled to find twelve billion francs to repair devastations. Consequently Germany this year will have to find for all the Allies only a ninth of France's liabilities. Yet Dr. von Simons talks of the economic sacrifices of Germany, clearly showing that Germany has not yet realised the essential facts of the situation."

Mr. Lloyd George dismissed the difficulty of paying beyond the frontiers as being as surmountable as the currency question. The Premier emphasised that Dr. von Simons refused to accept responsibility for the war, which was the basis of the Peace Treaty, but appealed to history to revise the sentence. Mr. Lloyd George said he uneasily suspected that Germany intended on this point that history should begin five years hence. The Allies cannot discuss on that basis. Unless Germany is prepared to act on the fundamental realisation of her responsibility, it will be impossible to discover an arrangement calculated to produce an atmosphere of confidence and goodwill, which is essential to the peace of Europe. The Paris proposals already represented a considerable abatement of the Allies' claims and were advanced with a view to assuring a settlement. We were willing to discuss with Germany the length of the period of annuities and also an alternative method to the twelve per cent. export duty for adjusting the annuity of Germany's prosperity. But we demand immediately, firstly, a settlement of the amount of payments or the factors which should automatically determine those amounts in accordance with Germany's prosperity; and secondly, an arrangement as regards the method of the payment which will preclude the possibility of further discussions and quarrels.

## Penalties Must Be Enforced.

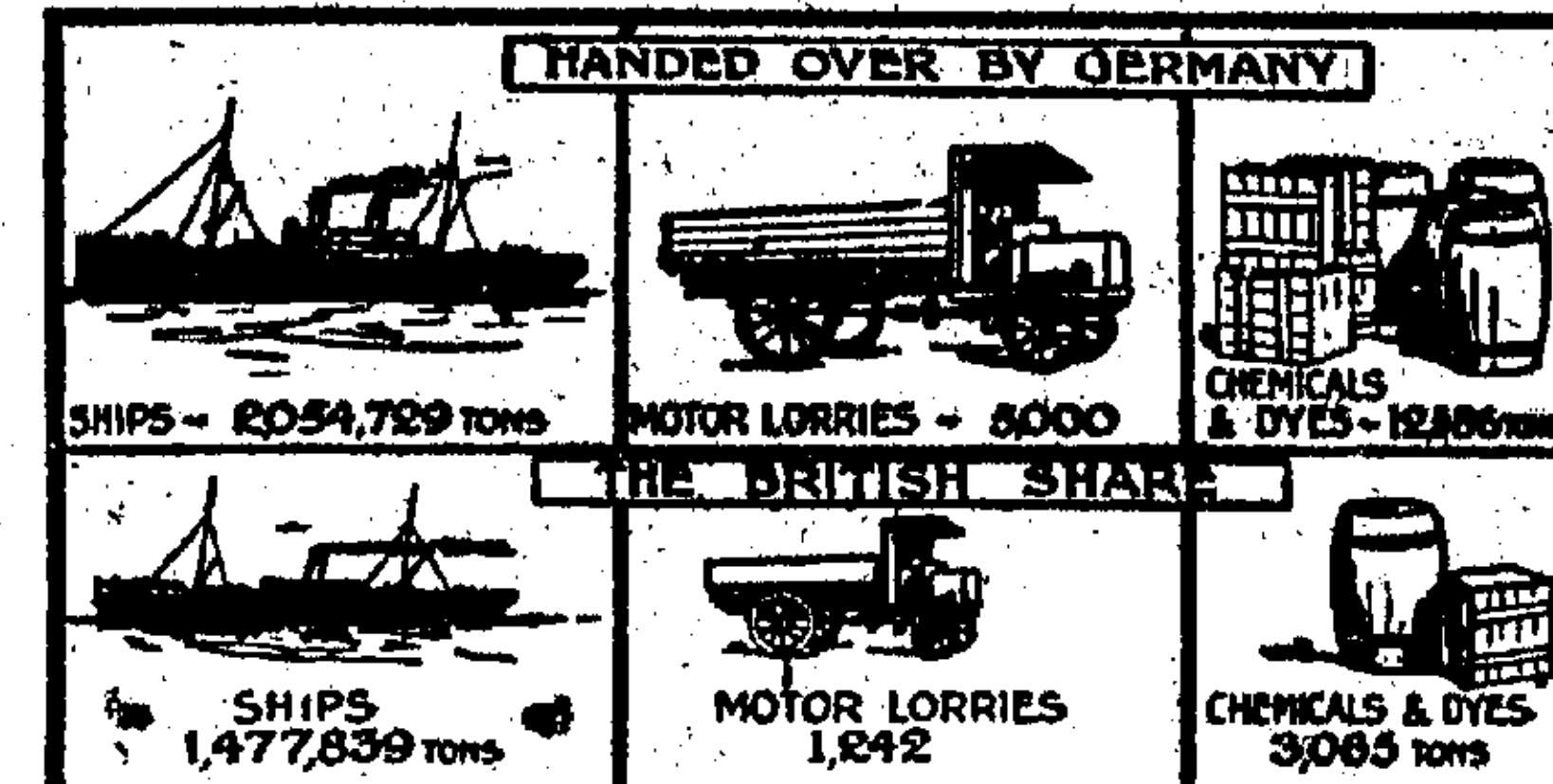
Mr. Lloyd George asked Dr. von Simons' forgiveness for opining that the latter was not a free agent but was compelled to answer to a public opinion which was not ready to pay the debt. He concluded by insisting on the necessity of an immediate and definite settlement. In consequence of the fact that the German proposals were simply an evasive postponement, the Allies regrettably concluded that the penalties must be enforced immediately.

## A German Protest.

Dr. von Simons, replying to Mr. Lloyd George, complained of the Allies' refusal to grant a brief delay in order to consult Berlin. He expressed agreement with the Allies' suggestion for taxing German goods delivered to Allied countries but regretted that German public opinion would discredit this proposal on account of its inclusion among the Allies' sanctions. He further agreed with the Allies' intention for an examination as regards the method of payment but deplored the fact that the joint committee of experts who would deliberate thereon would meet in an atmosphere embittered by the enforcement of sanctions against which he formally and solemnly protested.

(Other Telegrams on Page 8.)

## GROWL THEY MAY, BUT PAY THEY MUST!



BUT THE WAR COST US  
8,000,000,000 POUNDS

A pictorial diagram from the *Daily Mail* showing the mercantile tonnage, the number of motor lorries, and the quantity of chemicals and dyes which Germany had handed over to the Allies up to the end of last year, and the proportion taken by Great Britain. But the Germans are still bluffing about the amount of money they can pay for the war damage they did.

## THE WRECK OF THE "HONG MOH."

## Survivors Brought to Hongkong.

## BRILLIANT RESCUE WORK.

H. M. S. Carlisle last evening brought to Hongkong a batch of survivors from the wrecked Hong Moh, which is lying a total loss off Lamrock Island. The spot at which the disaster occurred is on the Boat Rocks and the Lammocks, the latter being a long string of rocks resembling lifeboats when seen from a distance, lying about a quarter of a mile to the south-east of the Lammocks. It was between the outer Boat Rock and the Lammocks that the Hong Moh came to grief. The wreck is quite visible to passing steamers, which report that she is hopelessly lost, being broken in three pieces, with a big gap between the bow and the other portions.

The late Captain Holmes, the skipper of the wrecked vessel, had two brothers in the East. One, Mr. Chris Holmes, is Supt. Engineer in Jardine's, and the other, Mr. Ivy Holmes, is chief engineer of the newly-acquired Indo-China Eng. The former is at present on board the steamer Kwong Eng. The latter is at present on Home leave, whilst the former has just returned from a holiday.

## THE RESCUE WORK.

The Carlisle got to the scene of the wreck at 7 a.m. on Sunday, wireless message from the Commodore at Hongkong instructing the warship to proceed to the scene of the disaster having been received at 11 p.m. on Saturday, when the Carlisle was off the Pescadores. When the Carlisle arrived, H. M. S. Foxglove was found standing by the wreck. A heavy sea was running and this made it very difficult for the cruiser to lower her whalers. H. M. S. Carlisle lowered her cutters on Sunday at 8 a.m., and later on in the day the Foxglove lowered most of her big boats.

The Foxglove arrived at the scene on Saturday night, but could not lower her boats. She steamed to windward and floated rafts down to the wreck and picked up a number of Chinese. She succeeded in saving only 26 lives, but, had the weather been better, the number of survivors would have been more. There were many casualties on the Saturday night. Nobody seems to know definitely when the Hong Moh went on the rocks, but it is believed that she went aground on Friday morning. The survivors all tell different stories.

The weather was bad all the time. There was a strong north-east monsoon at the time when the Carlisle got to the scene, and the sea was breaking furiously on the wrecked Hong Moh. Rafts were dropped to windward of the wreck by the Carlisle and a certain number of survivors climbed on them. There was great difficulty in getting the Chinese to jump off the wrecked steamer into the sea. Most of them could not swim and they were afraid of the exposure.

The last person to leave the ship was a child, who was taken up by a junk which was lying in the vicinity.

The most painful sight to those aboard the Carlisle was to see through the telescope the Chinese falling over the side of the vessel by the dozen, with no hope of their being saved. The heaviest loss of lives was from the forecastle, when it listed right over and became submerged in the waves. The Chinese on the forecastle were very exhausted, some of them having been hanging on to the wreck for two days. With the exception of a few who climbed the rigging most of them were washed overboard. Those on the deck were later saved by the motor boat of Captain Evans, the commander of H. M. S. Carlisle.

As the Carlisle's boats came alongside, the survivors jumped off with their belongings, and were picked up from the sea. After 4 p.m. the sea had gone down sufficiently to allow the boats of the Carlisle to lie alongside the wreck, but it was still hazardous work. Some of the survivors scrambled down the wreck by means of ropes.

## FINE WORK BY CARLISLE'S CAPTAIN.

All the crew of the Carlisle rendered valuable assistance. Especially fine work was done by Captain Evans, C. B., D. S. O. In command of the Carlisle. He went off to the wreck in a motor boat with a cutter in tow and succeeded in getting almost alongside the wreck. There were then still a few survivors on the forecastle, all too exhausted to save themselves. Captain Evans stripped straightaway and swam to this portion of the wreck with a life line and succeeded in saving all but one of those clinging to the wreck. This one was dead on the rigging, and was still lying there when the Carlisle left the scene of the disaster. Later on, Captain Evans got alongside the main portion of the wreck, but unfortunately the motor boat propeller fouled in some wreckage. Captain Evans forthwith jumped into the water again, stripped and cleared the propeller with the help of Able Seaman Whitehead. Captain Evans was working on his own initiative from 4 till 10 o'clock on Sunday and was instrumental in the saving of about a hundred lives.

The son of the manager of the Company which owned the Hong Moh was aboard the vessel at the time of the disaster, but he is amongst those saved. It may be recalled to the credit of Captain Evans that he was four times in the Antarctic. He was Captain Scott's second-in-command and when the latter died in 1911 he took over the command of the expedition. During the War he was in command of destroyers at Dover and did splendid work. He had charge of H. M. S. Broke in the action between German destroyers and H. M. S. Swift and H. M. S. Broke in the Channel, and for his services he received the D.S.O. After the Armistice he was Senior Naval Officer at Ostend. He assumed command of H. M. S. Carisole on February 2 of this year.

## A chauffeur in the service of the contractor, Lai Chun, who proceeded along Cain Road and up to the Naval Yard without a rear light, and as a consequence had the traffic sergeant following him the whole way on his motor cycle was fined \$5.

For passing a stationary tramcar on the left side the driver of Mr. E. Des Voeux's car was fined \$5, with the advice that he should in such cases either pass the car on the right side or stop altogether.

## DON'T FORGET.

To-day.

Theatre Royal, Banquet, Musical Comedy Co. present "Plums for Pickling" — 7.15 p.m.

## TRAFFIC CASES.

## Chauffeurs in Trouble.

Included a nonget the batch of traffic summonses heard at the Magistrate this morning were a number of prosecutions against chauffeurs for reckless driving, passing stationary trams on the left side, disobeying the traffic policeman's orders, and other minor offences.

The driver of the Dragon Garage car, No. 338, was charged with reckless driving whilst going down the Dairy Farm hill on the Pokfulum Road. He was sentenced to a fine of \$5.

A Northern driver, whose offence dated as far back as the 11th November last, was charged with disobeying the traffic sergeant's orders on the Upper Albert Road on the occasion of the holding of the Ministering Children's League.

Government House. The belated process of the prosecution was explained by the fact that after the offence the defendant, knowing that he would be summoned, slipped out from the Colony to Shanghai, but on coming back to the Colony, to exchange his late service with Mr. Liu Chu Pak for work with the Palace Garage, he was recognised and brought into Court.

It was stated in evidence that

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# CAMERA NEWS



RECENT BOXING BOUT.

Pete Herman, at left, in lower picture, and Jimmy Wilde going into a clinch and, above, the Prince of Wales (with long cigar) and Lady Asquith, at left, watching the bout.



IN IRELAND.

This photograph, taken during a recon raid by British troops in Dublin, shows how the doors are forced where the troops are looked out by residents. A pistol bullet is fired against the bolt, breaking it off. Raids in search of seditious documents are frequent in Ireland.



NOTABLE GROUP.

Above, left to right, are Lord Reading, Mr. J. W. Davis (U.S. Ambassador) and Mr. Lloyd George, at the Premier's country residence.



DUKE OF AOSTA.

who was recently mentioned to succeed D'Annunzio at Fiume.



DANISH ROYALTY.

King Christian of Denmark, Queen Alexandrine and Crown Prince Frederick are seen on their way to church in Copenhagen.



ICE MACHINE.

This motor-driven ice saw is being widely used in America.

## DOINGS OF THE DUFFS



## Maybe 'Twas A Cream Pie



## BY ALLMAN

## NOTICE.

## AMERICAN EXPRESS COMPANY.

Established America 1841 Europe 1891.  
HEAD OFFICE:— NEW YORK CITY.

## WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.  
Foreign Offices.

ANTWERP	GOTHENBURG	OSTEND
BARCELONA	HAMBURG	PARIS
BERLIN	HAVRE	PETROGRAD
BORDEAUX	KOBE	RIO DE JANEIRO
BREMEN	LIVERPOOL	ROTTERDAM
BRUSSELS	LONDON	ROME
BUENOS AIRES	LUCERNE	SOUTHAMPTON
CAIRO	MANCHESTER	SHANGHAI
CHRISTIANIA	MANILA	STOCKHOLM
COBLENZ	MARSEILLES	TORONTO
COPENHAGEN	MONTIVIDEO	VALPARAISO
EDINBURGH	MONTRAL	WINNIPEG
GENOA	NAPLES	YOKOHAMA
GLASGOW	NICE	

## In Process of Organization.

ALEXANDRIA BOMBAY SINGAPORE  
ATHENS CALCUTTA WARSAW  
HAVANA

## SHIPPING AND BANKING CORRESPONDENTS AT ALL PRINCIPAL CITIES AND PORTS OF THE COMMERCIAL WORLD.

## OUR FACILITIES INCLUDE:

Financial, Transportation and Travel Service.  
Advice on Packing, Shipping Routes, Foreign Custom Requirements.  
Credit Information, Market and Trade Reports.  
Financing of Imports and Exports.  
Issuance of Drafts, Money Orders, Travelers Cheques, and Letters of Credit.  
Bills of Exchange negotiated and collected.  
Mail and Cable Payments effected.  
Commercial, Time and Savings Deposits received in local currency, Pounds Sterling, United States Dollars, Francs, Peso, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,  
MANAGER,  
Hongkong.

## LITTLE FOLKS' CORNER.

## ADVENTURES OF THE TWINS.

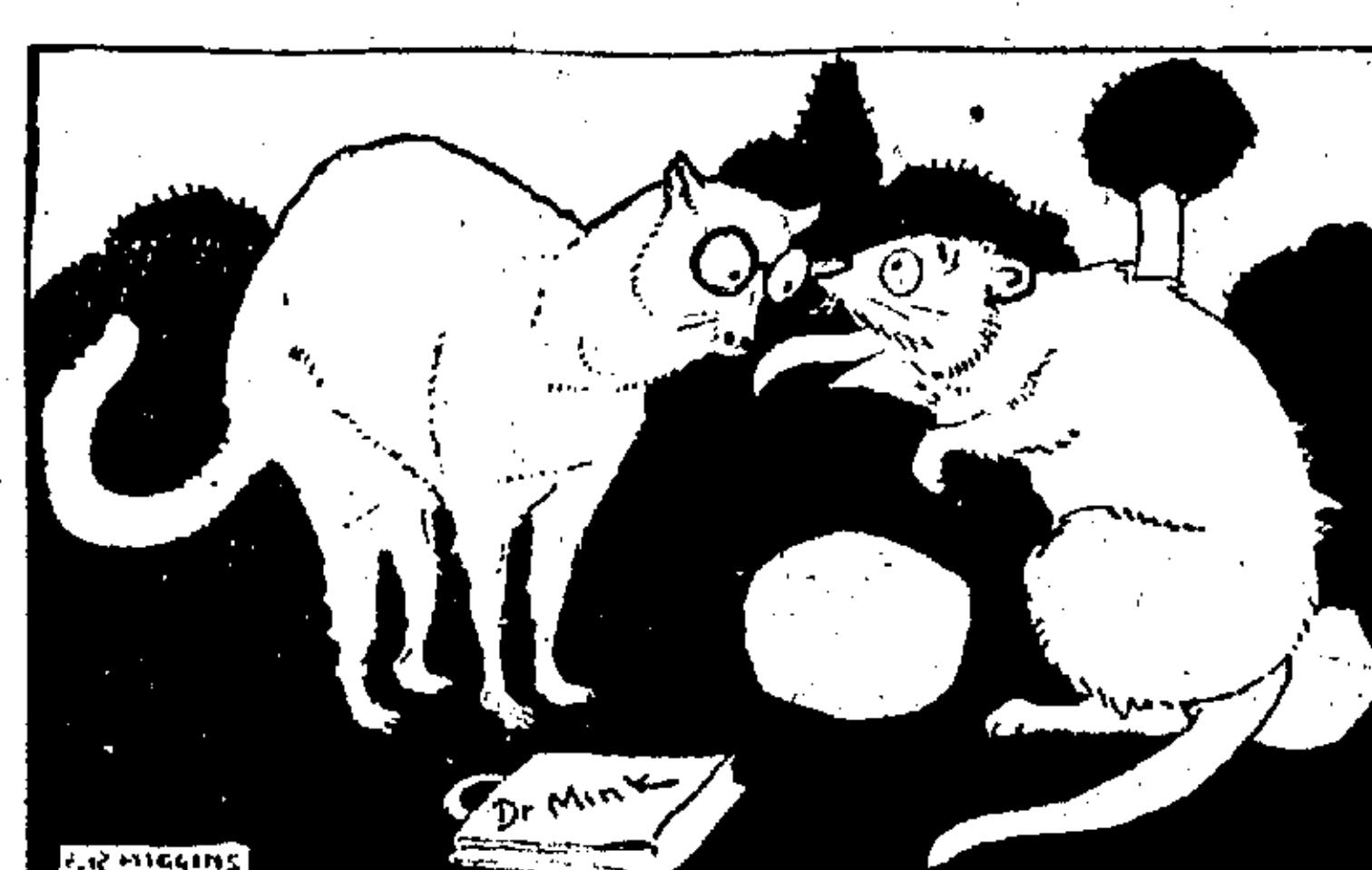
## DR. MINK INVESTIGATES.

Dr. Mink looked at Markie Muskrat's tongue when the little chap said he couldn't go up in front and recite his piece. Mr. Scribble Scratch, the fairymau schoolmaster, had told him to, you know, because the five school-board gentlemen, Mr. Owl, Judge Crow, and all the other were visiting the Meadow Grove school.

Markie had a long red tongue and Dr. Mink looked it all over very carefully. "It looks very clean," he nodded wisely, "extra clean as though he'd brushed it with a tooth brush."

Markie blushed to the tip of his nose, for he knew why his tongue was so clean. But when Dr. Mink saw him blushing, he said hastily, "Why, I believe the child has a fever! He's so red!" And he stuck a great thermometer into Markie's mouth.

After a few minutes he took it out. "No, he hasn't any fever at all," he exclaimed. "His temperature is only a hundred and twenty-five. Now, little boy, let me feel your pulse." So Markie stuck out



Dr. Mink looked over Markie's tongue very carefully.

a paw which Dr. Mink took hold of, and then he started to count on his watch.

"My goodness!" he cried after a few seconds. "His heart is beating like a big base drum, only faster, as though he had been running a race. I believe he's nervous. I do believe he is. No, stand up until I tap you all over and find out where the bad nerve is. And he tried to stand Markie on his feet. But Markie was stuck fast, the chewing-gum he had sat on holding on to him like cement sidewalk sticks to the ground.

"Why I do believe he's paralyzed!" said Dr. Mink giving him quite a pull.

"Ouch!" yelled Markie for every hair was hurting like sevens; suddenly the doctor happened to look down and a queer look came over his face. "I think I have found the trouble," he announced learnedly. "It's a strange disease called stuckankant manvianck. But I think I can save his life if everybody does as direct."

(To be continued to-morrow.)

## EXCHANGE.

(Opening Rate: closing Rate on Page 1).

## SELLING.

T/T	2/3
Demand	2/3 1/4
4 m/s	2/3
30 d/s	—
60 d/s	—
T/T Shanghai	Nom.
T/T Singapore	97 1/2
T/T Japan	91
T/T India	180
Demand, India	—
T/T San Francisco & New York	44 1/4
T/T Java	126
T/T Marks	Nom.
T/T France	6.00
Demand, Paris	—

## BUYING.

4 m/s. L/O	2/4 1/2
4 m/s. D/P	2/5 1/4
6 m/s. L/C	2/5 1/2
30 d/s. Sydney and Melbourne	2/6 1/2
30 d/s. San Francisco & New York	46 1/2
4 m/s. Marks	Nom.
4 m/s. France	6.60
Demand, Germany	—
Demand, New York	44 1/2
T/T Bombay	Nom.
Demand, Bombay	180 1/4
T/T Calcutta	Nom.
Demand, Calcutta	180 1/4
On Yokohama	91
Demand, Manila	101 1/2
Demand, Singapore	97 1/2
On Haiphong	Nom.
On Saigon	—
On Bangkok	93 1/2
Sovereign	Nom. 8.85
Gold leaf per Tael	52.20
Bar Silver, ready forward	30 1/2
Bank of England rates	7%
New York/London	3.90/34

## SUBSIDIARY COINS.

Hongkong 50 cts. pieces	1/10 dis.
10 "	1/2 dis.
5 "	1/2 dis.
Canton subcoins	16 1/2 dis.
Hongkong Mar. 8, 1921.	

## WATER RETURN.

Level and Storage of water in Reservoirs on Mar. 1, 1921.

## CITY AND HILL DISTRICT WATER WORKS LEVEL.

1920	1921
Tyam	112 Below overflow
Tyam	29 Below overflow
Tyam	17 1/2 Below overflow
Tyam Intermediate	9 1/2 Below overflow
Tyam Tuk	3 1/2 Below overflow
Wong-nei-ching	3 1/4 Below overflow
Poklum	2 1/2 Below overflow
Total	1,193 02
	1,422 97

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Feb.

Estimated population 180,200 195,61 M. gallons

Consumption per day 278,100 281,700

Consumption per person 22.3 24.3 Gallons

Consumption supply in all districts during Feb. 1920 and 1921.

KOWLOON WATERWORKS LEVEL.

1920. 1921.

Kowloon Gravitation Reservoirs

239.00 291.34

Consumption of water in Kowloon in millions and decimals of gallons during Feb.

Estimated population 45,31 73,15 M. gallons

Consumption per head per day 104,800 106,700

The Government Analyst's report shows that

the water is excellent quality.

T. L. PERKINS,  
Water Authority.

## YOU CANNOT AFFORD TO BE WITHOUT THEM

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID (INSECTICIDE) the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

SHU FU TAI & CO.

sole Agents for Hongkong and South China.

47 and 48 Connaught Road Central, Hongkong.

Telephone No. 1233.

(To be continued to-morrow.)

## ULSTER'S LEADER.

Sir James Craig to be the First Premier.

Sir James Craig has accepted the invitation of Ulster Unionists to lead the party in the new Ulster Parliament, implying that he will be the first Premier of Ulster.

In intimating to a deputation his willingness to act, Sir James laid it down as a condition that his election met with the unanimous approval of the Ulster Unionist Council.

The invitation followed on the decision of Sir Edward Carson not to accept the position. The matter was considered by the Standing Committee of the Ulster Council at the Constitutional Club, Sir Edward Carson presiding, and the request to Sir James Craig was the outcome.

## PEAK TRAMWAYS CO., LTD.

## TIME-TABLE.

WEEK DAYS.

7.00 a.m.	8.00 a.m.	Every 15 min.
8.00 a.m.	8.30 a.m.	10 min.
9.00 a.m.	9.30 a.m.	15 min.
10.00 a.m.	10.30 a.m.	15 min.
11.00 a.m.	12.00 noon.	15 min.
12.00 p.m.	1.30 p.m.	15 min.
1.00 p.m.	2.00 p.m.	15 min.
2.00 p.m.	3.00 p.m.	15 min.
3.00 p.m.	4.00 p.m.	15 min.
4.00 p.m.	5.00 p.m.	15 min.
5.00 p.m.	6.00 p.m.	15 min.
6.00 p.m.	8.00 p.m.	15 min.

NIGHT CARS.

8.00 p.m. 8.00 p.m. 8.00 p.m.

9.00 p.m. 9.00 p.m. every 30 minutes

11.45 p.m. 11.45 p.m. 11.45 p.m.

SATURDAYS.

EXTRA CAR 12.00 midnight.

SUNDAYS.

7.30 a.m. to 10.30 a.m. Every 15 min.

10.30 a.m. to 11.00 a.m.

11.30 a.m. to 12.00 noon.

12.00 noon to 1.00 p.m.

1.00 p.m. to 2.00 p.m.

2.00 p.m. to 3.00 p.m.

3.00 p.m. to 4.00 p.m.

4.00 p.m. to 5.00 p.m.

5.00 p.m. to 6.00 p.m.

6.00 p.m. to 8.00 p.m.

8.00 p.m. 8.00 p.m. 8.00 p.m.

## PACIFIC SHIPPING.



TRANS-PACIFIC PASSENGER & FREIGHT SERVICE.  
Operating the following U. S. Shipping Board Steamers.

For VICTORIA & SEATTLE.  
(Calling at Shanghai and Japan Ports.)  
WENATCHEE... Passenger & Freight May 14th.  
For SEATTLE, VICTORIA, VANCOUVER, TACOMA.  
Freight only  
(Calling at Shanghai, Dairen and Japan ports.)  
WHEATLAND-MONTANA about Mar. 12 | CROSSKEYS... About Apr. 6.  
For PORTLAND direct.  
(Calling at Kobe and Yokohama.)  
Freight only  
COWLEY... Mar. 7 | COAKET... About April 4.  
THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.  
FOR FREIGHT AND PARTICULARS APPLY TO  
**THE ADMIRAL LINE**  
Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

## SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

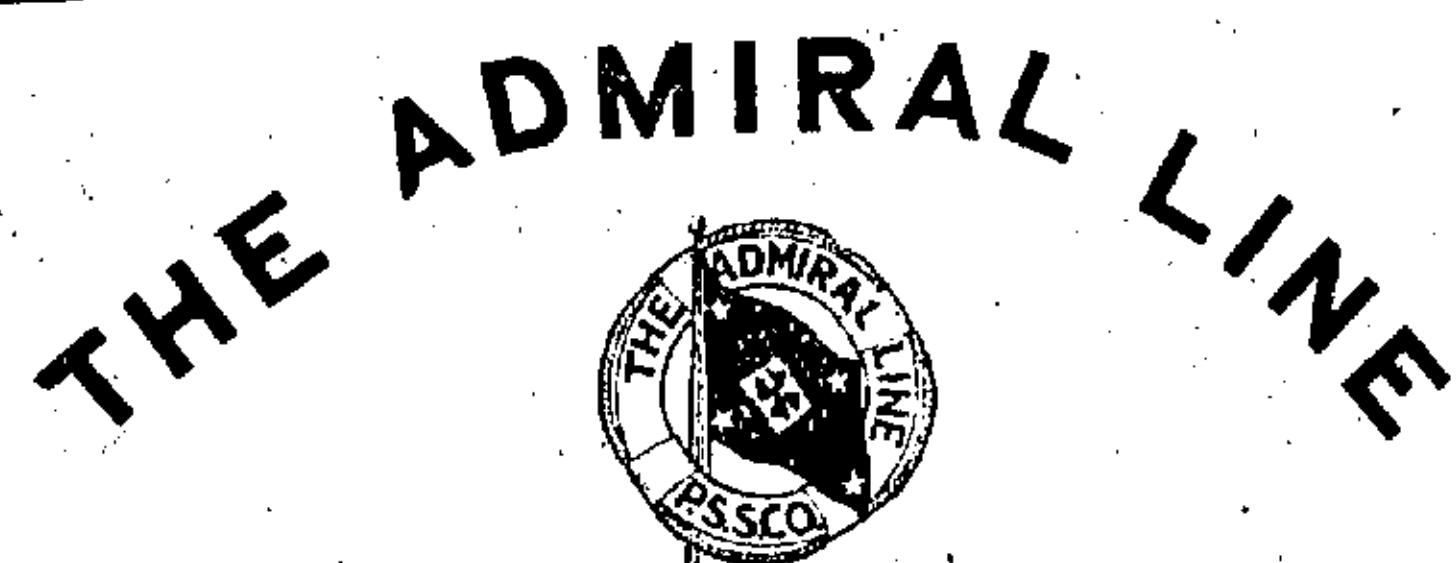
## S.S. "SATSUMA"

March 15th.

For freight space and particulars apply to:-

**BARBER STEAMSHIP LINE INC.,  
THE ADMIRAL LINE**

AGENTS.

Telephones  
2477 & 24785th floor  
Hotel Mansions.

THE PACIFIC STEAMSHIP CO.  
**REGULAR SERVICE**  
To & From  
SAIGON-SINGAPORE-SUMATRA  
JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS  
GILMONT... March 15 | CADARETTA April 5.  
LAKE ONAWA... March 25.

Through bills of lading issued to all United States,  
Pacific Coast and Overland Points.  
For full Particulars and Rates Apply to-

**THE ADMIRAL LINE,**  
5th FLOOR HOTEL MANSIONS BUILDING.  
Tel. Add.: Admiriline. Telephone 2477 & 2478.

## AUSTRALIAN SHIPPING.

## CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA &amp; SANDAKAN.

S.S. "VICTORIA" Sailing on 11th April.

SPECIAL SAILING FOR SHANGHAI.

S.S. "HWAI PING" Sailing on 18th March.

For Freight and Passage apply to-

THE CHINA &amp; AUSTRALIA S.S. CO. LTD.

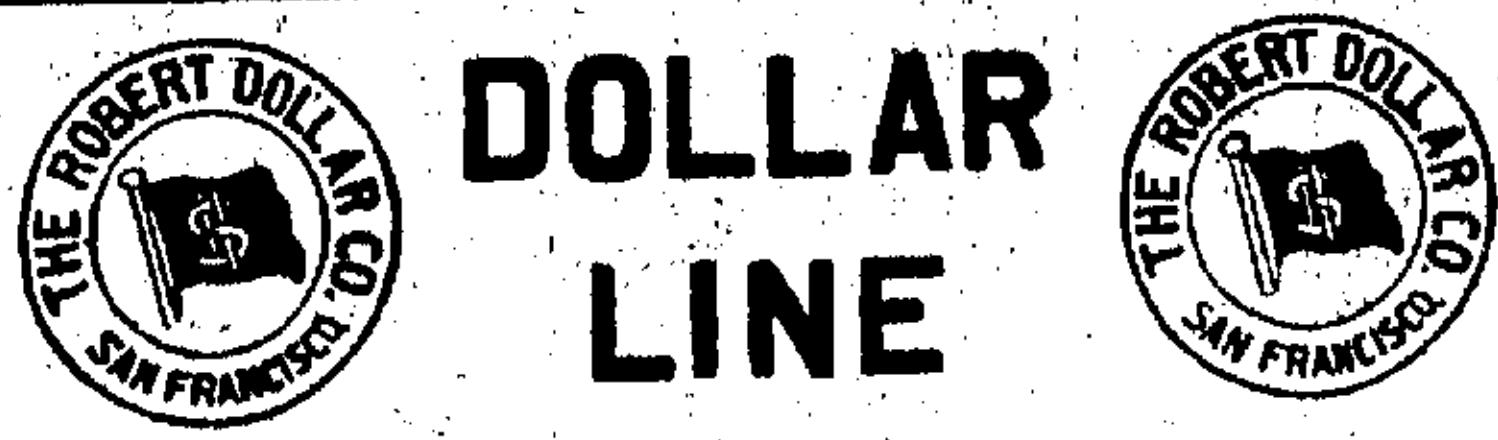
Agents.

Tel. \$307.

113, Connaught Road Central.

## PACIFIC SHIPPING.

## DOLLAR LINE

SAILINGS FROM HONGKONG FOR  
FOR NEW YORK VIA PANAMA.

STEAMERS.	SAILING DATE.
"BESSIE DOLLAR" ...	MARCH 12TH.
"MELVILLE DOLLAR" ...	APRIL 15TH.
	FOR VANCOUVER.

"BESSIE DOLLAR" ... MARCH 12TH.  
"MELVILLE DOLLAR" ... APRIL 15TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to:-

**THE ROBERT DOLLAR CO.**  
GENERAL POST OFFICE BUILDING TEL. 792.  
THIRD FLOOR " 795.



HONGKONG TO SAN FRANCISCO.  
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.  
"THE PATHWAY OR THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
KOREA MARU	20,000	Mar. 15th.
SIBERIA MARU	20,000	Mar. 19th.
TENOYU MARU	22,000	Apr. 3rd.
SHINYO MARU	22,000	Apr. 27th.
PERSIA MARU	9,000	May 14th.

† Calling at Dairen. \* Omitting Shanghai.

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,  
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,  
MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
ANYO MARU	18,700	Mar. 15th.
HAYO MARU	14,000	Apr. 9th.
SEIYO MARU	14,000	May 12th.

\* This steamer will carry cargo oil, y.

For full information regarding passage, freight, and sailings apply to:-

**Y. TSUTSUMI, Manager.**  
King's Building. Tel. Nos. 2374 & 2375.  
Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

## STRUTHERS &amp; DIXON, INC.

## GREEN STAR LINE

Operating Far Eastern services for account of the  
UNITED STATES SHIPPING BOARD.

## TO MANILA.

"LANCASTER" ... 9th March.

TO NEW YORK &amp; BALTIMORE.

"LANCASTER" ... 9th March.

TO SEATTLE, BALTIMORE &amp; NEW YORK.

"APUS" ... 8th March.

## TO SAN FRANCISCO.

"WEST HENSHAW" ... 12th March.

Also, cargo accepted for transhipment at San Francisco  
and/or Seattle to weekly sailings forNEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,  
PHILADELPHIA, NEW YORK, BOSTON.Through Bills of Lading issued to all U.S. and Canadian  
Overland Common Points.

HONGKONG OFFICE:—1st floor Powell's Building, 12, Des Voeux Rd., Tel. 30.

## CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

FREIGHT AND PASSENGERS  
S.S. "NANKING" S.S. "NILE" S.S. "CHINA"  
15,000 tons 18,000 tons 16,200 tonsSAILING FROM  
HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

March 30th. April 21st. May 18th.

SAILING FROM  
HONGKONG for MANILA

S.S. "NANKING" - - - - - March 10th

SAILING FROM  
HONGKONG for SINGAPORE

S.S. "NILE" - - - - - S.S. "CHINA"

April 3rd. April 30th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT &amp; PASSENGER AGENT,

PRINCE'S BUILDING, ICE HOUSE STREET.

TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. &amp; AGENT

NO. 1934. NO. 2161.

## PACIFIC SHIPPING.

## NEW YORK DIRECT.

Joint service of the  
"BLUE FUNNEL" LINE  
(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)AND  
AMERICAN & MANCHURIAN LINE

(Kierman &amp; Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"LAERTES" Sailing 22nd March. Calls at Boston.

"KANDAHAR" 6th April.

"CITY OF DUNKIRK" 20th April.

Steamers proceed via Suez Canal or Panama Canal or Owners' option.

Subject to change without notice.

For freight and particulars apply to

**BUTTERFIELD & SWIRE or THE BANK LINE, LTD, HONGKONG.**  
**HONGKONG & CANTON** REISS & CO. CANTON

## SAILING DATES

Europe U.S.A., Etc.

Heleus...	B. & S.	Mar. 8
Hungaria...	D. & Co.	Mar. 8
Apus...	S. & D.	Mar. 8
Fushimi M...	N. Y. K.	Mar. 9
Lancaster...	S. & D.	Mar. 9
St. Albans...	P. & O.	Mar. 10
Dilwara...	P. & O.	Mar. 10
Tambo...	N. Y. K.	Mar. 10
Kleist...	N. Y. K.	Mar. 11
Glenariffe...	J. M. Co.	Mar. 11
Toyama M...	N. Y. K.	Mar. 11
W. Montana...	A. L.	Mar. 12
W. Henshaw...	B. & S.	Mar. 12
Anyo M...	T. K. K.	Mar. 15
Tjimaneok...	J. C. J. L.	Mar. 15
Allaway...	A. L.	Mar. 15
West Jappa...	F. W. Co.	Mar. 15
Korea M...	T. K. K.	Mar. 15
Glymont...	A. L.	Mar. 15
Telamon...	B. L.	Mar. 16
Taiyuan...	B. & S.	Mar. 16
Mishima M...	N. Y. K.	Mar. 18
Karmala...	P. & O.	Mar. 19
Siberia M...	T. K. K.	Mar. 19
Laertes...	B. L.	Mar. 22
Akita M...	N. Y. K.	Mar. 23
Keemun...	B. & S.	Mar. 23
E. of Japan...	C. P. O. S.	Mar. 22
Mito M...	N. Y. K.	Mar. 24
Lake Onawa...	A. L.	Mar. 25
Kashmir...	P. & O.	Mar. 25
Glenapp...	J. M. Co.	Mar. 25
Tjikembang...	J. C. J. L.	Mar. 27
Tango...	N. Y. K.	Mar. 28
Nanking...	C. M. Co.	Mar. 30
E. of Asia...	C. P. O. S.	Mar. 31
Nankin...	P. & O.	Mar. 31
West Hika...	L. A.	Apr. 3
Tonyo M...	N. Y. K.	Apr. 3
Vigo...	B. L.	Apr. 4
Ningchow...	B. & S.	Apr. 5
Eastern...	P. & O.	Apr. 5
Cadaretta...	A. L.	

Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR  
AND  
EASTERN & AUSTRALIAN LINES.**

(COMPANIES corporated in ENGLAND)

TO  
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,  
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,  
RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DILWARA	5,400	10 Mar. noon	S'pore, Colombo & B'bay.
KARMALA	9,000	19th Mar.	M'les, London & Antwerp.
KASHMIR	9,000	25th Mar.	M'les, London & Antwerp.
NANKIN	7,800	3rd Apr.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

EURYALUS	14,000	9 Mar. 9 a.m.	Singapore.
ARRATOON A.	4,510	17th Mar.	{ Calcutta via Singapore, Penang and Rangoon.

EASTERN &amp; AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	10th Mar.	{ Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
EASTERN	4,000	5th Apr.	

SAILINGS TO SHANGHAI &amp; JAPAN.

GREGORY A.	4,649	11th Mar.	Shanghai & Kobe.
NANKIN	7,000	12 Mar. 10 a.m.	Shanghai, Moji & Kobe.
KHYBER	9,000	14th Mar.	Shanghai & Kobe.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 21x16x12 in. X 2 ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to  
MACKINNON, MACKENZIE & CO.  
22, Des Voeux Road Central. Agents.**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

FUSHIMA MARU (Omitting Manila) Wed., 9th Mar. at 11 a.m.

TOYAMA MARU ..... Friday, 11th Mar. at 11 a.m.

KASHIMA MARU (Omitting Manila) Wednes., 20th Apr., at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez Port Said &amp; Marseilles.

KLEIST ..... Friday, 11th Mar. at 11 a.m.

MISHIMA MARU ..... Friday, 18th Mar. at 11 a.m.

HAMBURG, AMSTERDAM, LONDON &amp; ROTTERDAM.

MITO MARU ..... Thursday, 24th March.

LIVERPOOL &amp; MARSEILLES via Suez.

TAMBA MARU ..... Thursday, 10th March.

MELBOURNE &amp; SYDNEY via Manila, Zambanga, Thursday Island, Townsville &amp; Brisbane.

TANGO MARU ..... Monday, 28th Mar., at 11 a.m.

NIKKO MARU ..... Tuesday, 19th Apr., at 11 a.m.

NEW YORK via Suez.

AKITA MARU ..... Tuesday, 22nd March.

SOUTH AMERICAN PORTS via Cape.

WAKASA MARU (Sailing from Singapore) Friday, 29th April.

BOMBAY &amp; COLOMBO via Singapore.

BOMBAY MARU ..... Thursday, 17th March.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

MURORAN MARU ..... Tuesday, 22nd March.

JAPAN PORTS—Nagasaki, Kobo &amp; Yokohama.

NIKKO MARU ..... Tuesday, 15th Mar., at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

HEIJIN MARU ..... Tuesday, 15th March.

INABA MARU ..... Friday, 18th March, at 11 a.m.

NAGATO MARU ..... Monday, 21st March.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 &amp; 293. S. YASUDA, Manager.

**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjiliwong	Shanghai	11th Mar.	13th Mar.	Java
Titaroem	Java	11th Mar.	20th Mar.	Japan
Tjilboet	Japan	17th Mar.	21st Mar.	Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING  
**JAVA PACIFIC LIJN.**

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Jets	12th Mar.	25th Mar.	27th Mar.	S.E. Pacific.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.  
Telephone No. 1574. Yock Buildings.

Shipping to Europe, Australia, and other Ports.

Shipping to Europe, Australia, and other Ports.

**DODWELL & CO., LTD.****STEAMSHIP SERVICES.**

Regular Sailings to

FOR NEW YORK and or BOSTON.

**S.S. "EGREMONT CASTLE"**

Sailing about end of March.

**LLOYD TRIESTINO.**

BRINDISI, VENICE &amp; TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

S.S. "HUNGARIA" Sailing on 8th March. at noon.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 20th March.

Passenger Luggage can be insured at the office of the Agents

**NANYO YUSEN KAISHA LTD.**

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG &amp; JAVA.

FOR JAVA.

S.S. "SAMARANG MARU." Sailing on or about 12th Mar.

S.S. "BORNEO MARU" Sailing on or about 24th Mar.

FOR JAPAN.

S.S. "RIOJUN MARU" Sailing on or about 8th Mar.

**OCEAN TRANSPORT CO., LTD.**

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and APCAR Lines.

For Freight or Passage on any of the above Lines apply to DODWELL &amp; CO., LTD. Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILLIPINES &amp; AUSTRALIAN PORTS.

**SAILING (SUBJECT TO ALTERATION).**

Steamer. Arrives Hongkong from Australia. Leaves Hongkong for Australia.

TAIYUAN ..... 13th March. 16th March.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield &amp; Swire.

Telephone No. 36.

Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

TO

**UNITED KINGDOM & CONTINENT.**

For Steamer. Sailing. DAM &amp; HAMBURG. "VIGO" 4th April.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS &amp; Co. Canton

General Agents.

**GLEN AND SHIRE**

JOINT SERVICE OF STEAMERS.

**OUTWARDS.**

Vessel. Due Hongkong.

"CARNARVONSHIRE"	15th March
"PEMBROKESHIRE"	28th March
"GLENIFFER"	12th April
"GLENGLYDE"	28th April

**HOMEWARDS.**

Vessel. Leaves Hongkong.	Discharges:
"GLENARIFFE"	13th Mar. GENOA, LONDON & ROTTERDAM.

"GLENAFRY" 25th Mar. GENOA, LONDON, R'DAM &amp; H'BURG.

"GLENNAPP" 25th Mar. GENOA, LONDON, R'DAM &amp; H'BURG.

Movements are subject to change without notice.

## NOTICES.



What makes

## "WESTMINSTER SPECIALS"

so good?

A TRIAL REVEALS A Refined  
FLAVOUR AND DELICATE  
AROMA SUCH AS NONE  
OTHER CAN BOAST OF.

## WESTMINSTER

TURKISH SPECIALS

From all Leading Tobacconists.

Manufactured in England.

(This advertisement is issued by  
Westminster Tobacco Co., Ltd.)

## WEATHER REPORT.

March 8d. 11h 27m.—Pressure has decreased moderately at Weihaiwei, and slightly at other reporting stations.

The anticyclone has weakened and moved eastward.

The monsoon is interrupted to the north of Foochow. It will remain fresh to moderate over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1.98 inches, against an average of 3.60 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District Forecast.

1 Hongkong to Gap Rock ..... E. winds, moderate; fair.

2 Formosa Channel ..... N.E. winds strong, moderating.

3 South coast of China between H.K. & Lamocks. The same as No. 1.

4 South coast of China between H.K. & Hainan. The same as No. 1.

T. F. CLAXTON, Director, H.K. Observatory, Mar. 8, 1921.

## METEOROLOGICAL.

Previous Day	on date	on date
at 2 p.m. at 8 a.m. at p.m.		
Barometer ..... 30.11	30.09	30.08
Temp. .... 66	59	66
Hum. .... 61	81	64
Wind Direction E. E.N.E. E.		
Wind Force ... 3	2	3
Weather ..... b	c	
Rain..... 0.00	0.00	0.00
Highest open air Temperature on the 7th 66		
Lowest open air Temperature on the 8th 59		
T. F. CLAXTON, Director, H.K. Observatory, Mar. 8.		

## POST OFFICE.

The prices of Postal Stationery have been revised as follows:-

Post Cards 1c. & 1½c. — 2c. each 4c. — 5c. " Postage Envelopes 4c. — 5c. " Registered Letter Envelopes 10c. Sizes F.G. H. & 1½c. — 15c. " Size K. — 20c. "

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAIIS.

Shanghai—Per DILWARA, 9th Mar.

Japan and Shanghai—Per KLEIST, 9th Mar.

Europe via Suez (Letters and Newspapers London 3rd Feb.) — Per GREGORY APCAR, 9th Mar.

Straits—Per NANKIN, 11th Mar.

## OUTWARD MAIIS.

To-morrow.

Hoioh, and Haiphong—Per TEO PAO, 5 p.m.

Hoioh and Bangkok—Per LAEN SAMUD, 9 a.m.

Shanghai & North China—Per TEAN, 3 p.m.

Japan—Per KIOJUN M., 11 p.m.

Straits and Bangkok—Per EURYALUS, 7:30 a.m.

W. H. Wei, Cheroo & Dairen—Per CHIHLL, 5 p.m.

Philippines, \*Shanghai, \*N. China, \*Japan via Canada, United States, \*Central & \*South America & Europe via Vancouver—Per TOYAMA M., Reg. 9:13 a.m. Letters 10 a.m.

Seattle—Per AMAZON M., Reg. 5 p.m. Letters 5 p.m.

Shanghai & N. China—Per KWONGTAH, 2 p.m.

Tientsin—Per PAOTING, 5 p.m.

Swatow \*Shanghai & \*N. China—Per TIENSIN, 11 a.m.

Shanghai, N. China, Japan, Canada, United States, C. & S. America & Europe via Victoria B. C.—Per FUSHIMI M., Reg. 8:45 a.m.

Letters 9:30 a.m.

Thursday, 10th Mar.

\*Swatow, & Bangkok—Per LIANCHOW, 9 a.m.

Saigon—Per DERWENT, 5 p.m.

Swatow—Per HYDRANGEA, 3:30 p.m.

\*Shanghai & N. China—Per SINGCAN, 9 a.m.

Shanghai & N. China—Per SUNNING, 11 a.m.

Sandakan, Australia and New Zealand via Thursday Is.—Per ST. ALEANS, Reg. 9:45 a.m. Letters 10:30 a.m.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay & Aden—Per DILWARA, 11 a.m.

Friday, 11th Mar.

Shanghai & N. China—Per PAKHOI, 11 a.m.

Philippine Island—Per YUEN SANG, 2 p.m.

Swatow, Amoy and Foochow—Per HAICHING, 11 a.m.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt and Europe via Suez—Per STENTOR, Reg. 1:45 p.m. Letters 2:30 p.m.

The Parcel Mail will be closed on Thursday, 10th March at 5 p.m.

Straits, \*Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt and Europe via Suez—Per STENTOR, Reg. 1:45 p.m. Letters 2:30 p.m.

Shanghai, North China & Japan—Per NANKIN, 8:30 a.m.

Straits, \*Bangkok, Calcutta & Aden—Per YAT SANG, 2 p.m.

Shanghai and N. China—Per SUI YANG, 11 a.m.

Saigon, Straits, \*Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & Europe via Marseilles—Per KLEIST, Reg. 8:45 a.m. Letters 9:30 a.m.

Aden & Europe via Marseilles—Per PERTHOS, Reg. 5 p.m. Letters 5 p.m.

Sunday, 13th Mar.

Swatow, Amoy and Keelung—Per AMAKUSA M., 9 a.m.

## HOTELS.

## THE HONGKONG HOTEL CO., LTD.

## OPERATING

THE HONGKONG HOTEL,

HOTEL MANSIONS.

THE REPULSE BAY HOTEL,

AND THE

HONGKONG HOTEL GARAGE

J. H. TAGGART,  
Manager.

## KING EDWARD HOTEL.

CENTRAL LOCATION,  
ELECTRIC LIFTS AND LIGHTING,

TELEPHONE ON EACH FLOOR,

HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373. Telegraphic Address: "VICTORIA"

J. WITCHELL,  
Manager.

## THE PEAK HOTEL.

500 FEET ABOVE SEA LEVEL,  
15 MINUTES FROM LANDING STAGE.

UNDER THE MANAGEMENT OF

MRS. BLAIR.

## EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.

EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southwicks, England and  
Royal Palace Hotel, London, W.)

KINGSCLERE HOTEL MID-LEVEL  
CRAIGIEBURN HOTEL THE PEAK  
KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & CO. General Agents  
Are resident Managers.

## GRAND HOTEL DE PEKIN

PEKING, CHINA.

Tel. Address: "GRAND HOTEL" CODES:  
A.B.C. 5th Edition; Bentleys & Liebers.

THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon dansant, daily.

Beautiful new steel and concrete fire proof building with six floors, 3 lifts; 300 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel, which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.  
Motor bus meets all trains.

L. M. MAILLE,

Manager.

TRADE MARK:

DAI NIPPON BREWERY COMPANY LIMITED TOKYO, JAPAN.

SPECIALLY BREWED FOR EXPORT.

SOLE AGENT, MUTSUI BUSSAN KAISHA, LTD., HONGKONG.

Monday, 14th Mar.

Shanghai & N. China—Per HANG SANG, 5 p.m.

Tientsin—Per KUEI CHOW, 2 p.m.

Tuesday, 15th Mar.

Swatow & Bangkok—Per LUCHOW, 9 a.m.

Amoy and Foochow—Per HAIHONG, 11 a.m.

Japan—Per NIKKO M., 10 a.m.

Japan, \*Honolulu, \*Canada, \*United States, \*Central &

\*America, & \*Europe via San Francisco—Per ANYO M., Reg. 9:15 a.m. Letters 10 a.m.

Correspondence bearing vessel's names only.

## ENTERTAINMENT.

## THE CROWN

TO-DAY at 2.30, 5.15, 7.15 & 9.15

SPECIAL ATTRACTION  
ELSIE FERGUSON

IN

## "ROSE OF THE WORLD"

MACK SENNETT COMEDY. CORONET REVIEW.  
Telephone 1743. Telephone 1743.

## HONGKONG THEATRE

TO-NIGHT at 5.15 and 9.15 p.m.

Blanche Sweet

in

## "THE GIRL IN THE WEB"

6 PARTS

## NOTICE.

## TO-DAY'S SHARE QUOTATIONS.

## OFFICIAL PRICES.

## Bank.

H.K. & S. Bank	b.	780
East Asia	b.	116½